time nations of Europe. In this respect she may claim to be mistress of the seas, if the number of her war vessels can give her that proud title. Her commercial fleet of steamers, most of which can be readily adapted for cruising as well as the transportation of troops and war material, adds immensely to her naval er-first, by reheving the navy proper and allowing its concentration at given points; second, by being practically able to take care of itself as against the nemy's average fast cruisers; and third, in forming the royal navy a reserve torce in ships and men that can readily supply losses sustained in warfare. But this extraordinary strength in the number of war vessels has its peculiar disadvantages also. The cost of maintaining such a fleet becomes a heavy burden on the nation, and the difficulty of adequately supplying it so as to keep every ship in the highest state of efficiency for war purposes increases in proportion to the number of such vessels. Again, the losses incidental to a large freet from the casualties of navigation and general management are very great, more, per-haps, in proportion than they are in cases where the navai authorities have lewer ships to take care of.

England has at the present time under her flag 37,136 merchant vessels propelled by steam and sail, having an aggregate toninge of 7,744,000 tons. Of this commercial fleet 5,048 are steamers, of an aggregate toninge of 2,073,000 tons, and 32,088 are saining vessels, of an aggregate tonnage of 5,672,000 tons. Of these, again, 10,797 earling ships and 578 steamers, of an aggregate tonnage of 1,405,000 and 127,000 respectively. belong to the British colonies. A large number of vessels of the home merchant fleet is from time to time unemployed, according to the demand for transportation. It will, therefore, be safe to take the number of employed vessels in 1875 as a lair average. These numbered altogether 20,191, of an aggregate tennage of 5,892,000 tons, or 2,970 steamers and 17,221 sailing vessels. Of these 1,183 steamers and 10,563 sailing vessels were small consters; 322 steamers and 1,331 sniling vessels were large coasters, and 1,465 steamers and 5,327 sailing vessels made long voyages. This separation of the fleet into classes and according to their particular trade is useful in estimating the difficulty or otherwise of protecting such a commerce, even with a large fleet of naval ships. It must be remembered that if all the steamers of this English mercantile fleet were last enough to escape cruisers they only represent, after all, one-sixth of the total num-ber of vessels exposed to danger, the balance being absolutely at the mercy of the enemy who dared to pursue them into English waters. Then it is neceseary to make provision for the protection of the sailing vessels, which, of course, can be done to some extent by converting the steamers into cruizers during time This arrangement will withdraw the steamers from commerce, but their places can be filled by the large number of idle sailing ships that are found in many British harbors. Then again, in regarding the protection of English commerce as a very important matter in war time, it is well to note the figures given above, which show to what extent the nome fleet of merchant snips is exposed in its trade to danger of capture. It may be argued that in case of war the merchant ships is exposed in its trade to dadget of capture. It may be argued that in case of war the English fleet could find no enemy numerically strong enough to engage it and prevent strong detachments for convoy and other protective purposes. But England may be dealing with a commination which would array against her the fleets of France, Germany, Spain and Indy, to say nothing of those of Russia and the United states. In such a case, improbable as it may new appear to be, England could not spare a gunboat for the protection of ner commerce, as she would need every gun to guard her coasts and harbors.

THE ENGLISH ROLL NAVY

The formidable aromament that England sent to Besika Bay when the first nutterings of war between Turkey and Russia were leard showed how much she reduced on her physical force allout. The iron-chair represented that force in one of its most unmistakable forms. People at the time wondered at the number and the power of the Ermish ships, but they by no means represented her full available naval strength. The personnel of the English havy is as tollows:

Safiers firemen, &C. 19,790
Petty officers. 14,378
Boys of liteen to nucleon years old 7,000
Officers on the active list 4,832
Officers on haif pay 607

Staff of Marine Corps, Portsmouth. 40,007
Staff of Marine Corps, Portsmouth. 8
One division of marine artifiery, of sixteen companies, stationed at Portsmouth, 100 officers and 2,801 men. 2,901
Th. ee divisions of marines, of forty-eight companies, stationed at Chatham, Portsmouth and Plymouth, comprised of 297 officers and 11,091 men. 14,000

The detached squadron (now in Chinese waters), 4 The detacled squadron (now in Chinese waters), 4 steamers. Mediterranean squadron, 11 iron-claus, 10 steamers and 3 sating vessels; total, 24. Atlantic squadron, 1 tron-clau, 17 steamers and 2 sating vessels; total, 20. Pacinic squadron, 1 tron-clau, 8 steamers and 1 sating vessel; total, 10. West African squadron, 10 steamers and 1 sating vessel; total, 11. East African and Indian squadron, 11 steamers and 1 sating vessel; total, 23 steamers and 1 sating vessel; total, 25. Australian squadron, 5 steamers and 5 sating vessels; total, 19. Transports, 9 steamers and 5 sating vessels; total, 19. Transports, 9 steamers. Hydrographic and special service, 6 steamers. Grand total for home and tere gip service, 27 iron-clads, 154 steamers and 71 sailing vessels, or 252 ships in all.

Classification of Hox-Claus.

Ing vessels, or 252 ships in all.

CLASSIFICATION OF HON-CLADS.

Of the 68 fron-clads in the list the following distribution, according to class and tonange, is made;—

Armored broadside ships of 10,000 to 10,000 tons, 3; 91 8,000 to 10,000 tons, 7; of 0,000 to 8,000 tons, 15, of 1,000 to 5,000 tons, 2, and, of 1,000 to 2,000 tons, 5—making a total number of this plant of 34.

1,000 to 5,000 tons, 2; of 2,000 to 3,000 tons, 2; and of 1,000 to 2,000 tons, 5—making a total number of this flash of 34.

Armored turret ships, following the above scale of tonnage, are 2 of the first, 4 of the second, 1 of the third, 1 of the fourth, 7 of the fifth and none of the sixth, making a total of 21 turret ships. There are of rams only 2, and these are of the fourth class of tonnage, hand above. There are of harbor deating hatteries of the third class of tonnage, 1 of the fourth and 3 of the sixth, making a total of 10 such defensive

Set the sixth, making a total of 10 such delensive ships.

A GLANCE AT ENGLAND'S HON-CLADS. The chief difficulty that has beset the mayai constructor in designing tron-call ships is that of combining huoyancy and speed with armor carrying capacity. Without the first the vessel becomes a mere hulk, delended by plates of froz, more or less thick, to resist the enemy's shot, and is incapable of effensive movements again as chostic ships. Without the second the use uness of the vessel in the pursoit of the enemy or in the decree of conveys is impaired, a fast unarmored ship being free to attack or retreat without any lear of moistation from the slow and heavily armed from-clad. Without armor of sufficient thickness to resist the penetrating power of modern artillery a frigate could not approach a fort or an enemy's ship without risking destruction. All fron-clads, therefore, must be regarded at the present time as coatly experiments, for the battle going on between gines and armor is so far in layer of the guis. In order to carry the enormous weight of delensive plating found necessary ships inlended for battle perposes have been constructed so as a popular of delensive plating found necessary ships intended for the still perpose have been constructed so as a popular of delensive plating found necessary ships intended for battle perposes have been constructed so as a popular of the guiss. In order to carry the enormous weight of delensive plating found necessary which interests the propelling power, a proportionately slow rate of speed and immensely increased consumption of fuel. The first armored vessels built by Registan were what are erioned brondside ships, carrying heavy batteries of sight to thirty-wo guiss, and armore varying in their terms of the guiss of the propelling power, a proportionately slow rate of speed and immensely increased consumption of fuel. The first immered vessels built by Registan were what are erioned brondside ships, carrying heavy batteries of sight to thirty-wo guis, and armore varyi A GLANCE AT ENGLAND'S IRON-CLADS

LIST OF A	емприя	Tunnage	Ind.	
	Vicen	Displace.	Morie	No. of
Name of Verrel, La		ment.	Power.	Guar
Achilles	1000	9,694	5,722	16
Agincourt	3 6000	10,027	6,367	17
AUDACIOES	1600	6,634	4.021	14
AUDAUDICE CONTRACTOR	2000	0,137	6,772	25
Buck Prince		9,000	0,600	24
Defence	2000		2,537	16
Delenco	1001	6,070	900	10
Enferprise	1804	11 415		
Favorite		3,282	1,778	10
Hector	SUPER .	6,715	3.555	1.8
Hanoruns	1868	8,677	8,520	14
NTISCHILE	-	6,634	4,632	14
RON DURB		6.034	4,028	14
ord Warden	No.	7,842	6,700	18 18
ord Clyde	-	7,842	6,700	18
Magotaur		10,627	6,702	17
Northomberland		10.584	6,655	28
	1863	10,000	6,600	24
Ocean	Carlotte Company	5,787	2.081	-
'alian	1000	4,004	4,703	11
enelope				24
rince Consort		9,000	5,600	2.9
temperon	-	1,741	1,042	10 02
*enistance	-	6,070	2,429	10

	When	Tonnage Displace-	Ind. Horse	No. of
Name of Vessel.		ment	Power.	Guns.
Royal Alired		6,707	5,434	18
Royal Oak		6,000	4,500	24
Shannon		5,103	3,500	9
Swiftsure	1870	6,660	4,913	14
Thunder		1.800	1,000	14
Triumph		6,660	4,892	14
Valiant		6,713	3,560	18
V:per		1,228	696	A
Vixen		1,228	740	4
Warrior	1860	9,137	5,469	32
Water Witch		1,279	777	4
Zealous		6,000	4,200	24
	TURRET			
This type of ve	essol is a me	diffication	of the Am	erican

posure of hulk or free board which is heavily plated is permitted in this class of English iron-clar's than in the American vessels. Navai experts are by no means satisfied that the design of the late Captain Cowper Cowties, Royal Navy, is deserving of approval. The loss of the Captain (turret ship) with all her crew, including her designer, Captain Cowles, threw the system into distavor from which it has not yet recovered. The following list of English turret ships is presented for the reader's information. Of all named the Inflexible is by far the most formidable.

the inflexible is by f	ar the m		able.	
	When	Tonnage Displace-	Ind. Horse	No.
Name of Vessel. La	unched.	ment.	Power.	Gun
Abyssinia	1870	3,000	1,250	
Agamemnon	Translation	8,492	6,000	
Ajax		8,492	6,600	
	1868	3,430	1,472	
	1871	3,430	1,660	
DEVASTATION		9,190	6, 649	
Preadnought	_	10,950	8.006	
GLATION	1871	4.912	2,568	
GORGON	-	3,420	1,670	
HECATE		3,440	1,600	
Hybra	-	3,430	1,472	
INFLENIBLE	=	11,165	8,000	
MAGDALA	-	5,000	1.400	
	1868	8,322	7.842	
Prince Albert	200	3,905	2,128	
Royal Albert	1864	4,300	2,800	
	1864	8,400	4,300	
	1863	2,751	1,455	
THUNDERER		9,190	5,600	
W.vern		2,751	1,446	
FURY		9,000	5,000	
	THE PERSON NAMED IN			

The next type of veasel in the English iron-clad fleet is that styled the "ram," These vessels depend for offence on the immense momentum they attain under full speed, and the crushing blows they strike at an enemy's ship, against which they are intended to dash how on. Admiral Tegethoil, with the Austrian fleet of wooden ships, deteated the Itahan may at Lissa during the war of 1866 by adopting the "ram" lactics. The two English "rams" are the Horsever and Research the Branch and

Merrimac was essentially a ram, and desiroyed the Comberland in Hampton Roads by running into her at inil speed.

PLOATING EXTTERIES.

These vessels are designed entirely for harbor defence and to cover torpedo lines and other obstructions. There are three in the English navy, named respectively the Erebus, Terror and Thunderbolt. The Erebus and Thunderbolt are of 1,844 tons displacemen, 200 horse power and sixteen guis. The Terror is of the same size, but carries only eight guis.

Of these only one has been yet built—namely, the Temkraire, 8,412 tons displacement, 7,600 indicated horse power and carrying eight guis. Compromise ships are modifications of the broadside and turret systems, retaining the best features of both. The Temkraire is after a design by Barnaby, the present constructor of the Royai Navy. She carries in her broadside battery two 12-inch and four 10-inch guis, and on her forecastle and quarter deck one 10-inch and one 12-inch gui. The height of her battery above the water line is mine feet. The thickness of her broadside armor is 12½ inches in two plates, one of which is 11 inches thick. The interior diameter of her turrets is 29 feet 10 inches, and the thickness of their armor is 10½ inches, in two plates of 14 and 1½ inches thick.

The English have seven powerfulships of this type, which represents a peculiar modification of the broadside system, so as to secure for the guis a greater are of fire while under the cover of a demi-turret or mask constructed on the side. The system secures what might be termed a flanking fire for the ship's defence, without taking anything from her powers of offence. The following fron-clads of the English havy are bustructed as compromise broadside ships:—

Timnage Ind.

When Displace. Horse, Ware

	When	Displace-	Horse .	Nu. of
Name of Vessel.	Launched	ment.	Power.	Guns.
Alexandra		9,492	8,000	12
Bellerophon	1865	7,551	6,521	15
Nelson		7,323	6.000	12
Northampton		7,323	6,000	12
Repulse		6,190	3,347	12
SULTAN	. 1870	9,286	8,629	12
SCPEED		9,256	8,629	12
The ships abov	e named	in SMALL	CAPITALS	carry
over seven inches	of armor	beiting on	their load	water
line.		A A		

leet 3 inches, this breadth of beam being necessary to enable her to withstand the effects of the fire of her heavy artillery."

Although the Devastation is a rather fast ship she is also a "wet" one, and when running against a heavy head sea the waves have been known to reach as high as seven feet above her forecastle bulwarks.

The indexible, as before stated, is the most formidable fron-clad ship in the Eeglish navy. She is built with turrets capable of receiving two eighty ton guns each, to be changed in time to two feld on guns. She can attain a speed of about fourteen knots per hour in a moderate sea.

These vessels are intended to sweep the enemy's commerce off the seas, to convoy merchant ships in war time, to intercept supplies from foreign countries, and to serve as general cruisers on bome and foreign stations. They are divided into four classes—cruisers, commerce destroyers, troop ships and guaboats, numbering in all about 250. Of the first named class of ships there are as follows:—

Tomage Indicated Company of the control of the first named class of ships there are as follows:—

	Townage	Inateatea	-0
	Displace-	Horse	172
Name of Ship.	ment.	Power.	*
Amethyst	1,890	2,144	14
Argus		764	
Antelope		646	
Artadue		8,350	20
Aurora	3,582	1,576	2
Harracouta		881	- 1
Barrosa		1,616	17
Blanche. J	1,755	2,158	1:
Bristol	4,020	2,088	20
Cadmus		1,531	17
Chameleon	1,365	702	
Charybdie		1,472	17
Danse	1,750	2,089	1:
Dapling	1,574	1,927	
Dido	1,755	2,518	. 8
Donogai	5,481	3,103	18
Doris	3,803	3,005	24
Dryad	1.574	1.464	
Endymon	3,197	1.620	2
Faun	. 1.045	434	1
Gainten		2.759	321
Glasgow		2,020	26
Greybound	1.260	743	1
Immortalité	3.984	2.391	125
Juno		1.090	- 1
Narcissus		1,731	- 22
Newcastle		2,354	41
Pearl		1 39)	1
l'erseus		614	1
Petrel	913	460	
Propoer		589	
Raccoon		1.651	1
Rapid		460	100
Rattlesnake		1.628	1
Remdeer		7:23	1835
Kevengo		2,896	01
Rinaldo		762	
Rosario		436	ACLS
Satellite	0.000	736	
Scout	A TO THE OWNER OF THE OWNER OW	1,327	1
Scylm,		1,370	1
Sportan		1,582	1
Spiteful		790	
Thalia		1,597	- 0
Topaz		2,538	2
Undaunted		2,503	2
Valorous	1.257	1,115	67
Waterman	2,431	1,329	1
Wolverine	2,401		- 57
-Total number of cruisers	of the old	type, 48, c	BITTY

Of this row It.

ENTYPH-	or tota new type of critiser there at		Ru
en of	aggregate of 441 guns. They are as it		
	Tonnage	Indicated	113
	, Displace-	Horse	-
	Name of Ship, ment.	Panners.	
0.01	Active 3.708	4.015	1
WALE.	Albutross 894	858	
16	Arab 620	570	
17	Hacchaute	5,250	1
14	Boadicen 4,027	6,250	1
25	Briton 1,870	2,149	1
24	Conder 774	750	
16	Cormorant 1,124	900	
4	Daring 894	910	
10	Diamond 1.890	2,155	4
18	Druid	5,272	4
14	Ecitpse 1,755	1,946	
14	Egerin 594	1.011	
14	Emerald 1.864	2,100	
18	Encounter,	2,127	i
18			
	Fulgon. 774	6,250	- 1
17		750	
28	Fantom 894	975	
24	Finmingo 774	7:0	
8	Flying Fish 894	836	1
11	Garnet 1,864	2,100	1
24	Griffin 774	750	
4	Inconstant 5,782	7,001	1
46	Lily 620	470	

	Tonnage Displace-	Indicated Horse	
Name of Ship.	ment.	Power.	
Modeste	1,934	2,177	
Nymphe	1,574	2,172	
Opal	1 874	2,100	
Osprey	1,124	300	
Pencan	1,124	900	
Penguin	1,124	900	
Raleigh	5,200	6,639	
Rover	8,494	4,750	
Ruby		2 100	
Sapphire		2,356	
Shah		7,500	
Sirius		2,334	
Tenedos		2.032	
Thetis		2.275	
Tourmaline		2,100	
Turquoise		2,100	
Vestat		2.104	
Volage	3.078	4,532	
Wild Swan		960	
to will be a street short of	on borne nou	can of thoon o	26.5

It will be noticed that the horse power of these ships is greatly in excess of their tonnage, and that consequently their speed is very great. The Euryaius, Bacchante, inconstant and the Shah present this feature in the most marked manner.

Those vessels are employed in war time for the transportation of troops as distinct from the ordinary transport ships employed on the East India service.

They number six at presen	11:	1999	
	Tonnage	Indicated	100
	Displace-	Horse	
Name of Ship.	ment	Power.	1100
Adventure	2,510	1,227	
Assistance	2,037	1,300	
Dromedary	1,122	640	710
Orontes	5,600	2.500	
Simoom	3,302	1.570	
Tamar	4,857	1.869	
		ACCOUNT OF THE PARTY OF	

It is proposed to build five new troopships for the East Indian service of 6,211 tons displacement, 4,044 horse power and three guns each.

Gundars.

These vessels are intended for special services along the coasts and for penetrating the rivers and bays of the enemy's territory. They carry from one to four guns, according to size. They are very fast, being as a general rule fitted with screw propeliers. There are also sixty-four small gunboats of the Comet (one gun), Coquette (four guns) and Speedy (two guns) classes. The names of the larger gunboats now in the service are as follows:—

	Displace-	Horse	100
Name of Vessel.	meut.	Power.	
Avon		528	333
Beacon		506	200
Boxer		587	3
Bitteru		851	
Cracker		528	10.00
Carlew		511	1000
Dart.		336	100
Dwarf		495	
Elk		472	27.5
Firt		532	199
Fly		489	-
Froite		890	157
Growler		696	1
Hart		608	3 13
Hornet		506	500
Keatrel		835	-
Lapwing		882	1
Lyux		526	. 17
Magpie		857	
Midge		472	1
Myrmidon		720	
Nimble		330	
l'ert		502	
Philomel		961	
Plover		977	3
Ready		891	
Rifleman		710	
Ringdove		957	3
Rocket		632	4
Sea Gull	774	702	3
Speedwell		322	- 5
Star	877	576	
Swallow		892	3
Teazer		489	4
Thistle		641	1
Torch		281	5
Vuiture		847	3
Woodlark	774	881	3
Resides the shove there			946

Besides the above there is a large number of wooder steam frigates and cruisers that would be of no ac-count in active war operations but which are of service

steam frigates and cruisers that would be of no account in active war operations but which are of service on home stations.

THE TURKISH NAVY.

In the war now commenced the ships of the Turkish fleet will be employed exclusively for offence and defence—that is, little or no commercial or military transportation will take place by sea. Therefore only the best ships will be employed, and these fron-clads, as much as possible. The Sultan's government has a large number of armed steamers, but they cannot be classed as war vessels, because they cannot be employed as such. All the fron-clads of the Turkish navy are English built vessels of good construction. They are largely engineered by Englishmen, and the whole fleet is under the command of Hopart Pacha, an English naval officer of distinction. The fleet is then virtually an English squadron flying the Ottoman flag. The superior officers, however, are not competent seamen, and many of the inferior grades know nothing about navigation beyond steering a rowbout from Constantinople to Scutari. The fact is, that the late Sultan Abdul Azziz, who created this Turkish fleet, did so as a kind of amusement. He delighted to look from the windows of his scraglio on a handsome equadron of fron-clads and enjoyed the booming of their big guss in salute whenever his barge saited on the Bosphorus. As it is likely, from the tone of the English ngess, that England's interference in the quarret will not be long delayed a glance at this Anglo-Turkish fleet will be increating.

battailons of 8 companies. There are also 2 regiments of marine operatives and laborers of 2 oattailons each.

THE TURKISH IRON-CLABS.

Those carrying over seven inches of plating on the load water into are the line of battle ships Mesondivé and Mentonnilye, each of 9,000 tons displacement, 1,200 nominal horse power and 14 guns. The large frigates (fron-clad) are the Azizleh, Osmanich, Orkanich and Mamondich, each of 900 nominal horse power and 8 guns.

The iron-clads of the second class or ordinary station service ships are the Fethi Buiend and the Mukademme Kies, both of 500 nominal horse power and 4 guns; the Avin Iliah and Mum Zaffer, of 400 nominal horse power and 4 guns each; the Athar Shefket, Neghin Sneiket and Isjia Lien, of 400 nominal horse power and 4 guns; the Latif Gellt and the Hafiz Ranman, of 200 nominal horse power and 5 guns; the Latif Gellt and the Hafiz Ranman, of 200 nominal horse power and 150 nominal horse power and 151 shedran, Boukericha and two monitors, each of 150 nominal horse power and 2 guns; there are also 4 from cased batteries for service on the fivers, each of 150 nominal horse power and 2 guns; there are also 4 from cased batteries for service on the fivers, each of 2 gnns, making a grand total of 27 fron-clads, all of modern types. The Turks have also a number of fron-clad gunboats for service on the Dannbe. These small vessels are very formidable, and will play an important part in the defence of the river and of the fortresses on its banks. They are 103 feet in length, about 25 feet beam and draw six feet of water. Their batteries of two guns each are elevated only two and three and a quarter inches of armor at their load line.

The RUSSIAN NAYY.

The navai army is composed of the fleet and the re-

The navalarmy is composed of the fiest and the re-serve. The duration of service in the navy is fixed at ten years, of which seven are in active service and

three years in the reserve:—
The personnel of the fleet is as follows:—
Eighty-nine admirais, 1,357 officers, 540 pilots (officers, 215 artiflery officers, 58 port architects, 331 admirally officers, 291 doctors and 504 civil employes and functionaries. Total 4 089 officers. The number

men is 25,943.	tal, 4,08	so other	rs. The nu	mber of
	THE PL	EET.		
Distribution, In the Baltic-			Tonnage.	Nom. H. P.
Armored ships	27	197 1		
Armed steamers		190	143,004	23,260
Transport steamers		15 miles		
In the Black Sea-				
Armoved ships	. 9	4 1		
Armed steamers		81	31,336	4,380
Unarmed steamers.		**	01,000	*,000
In the Caspian Sea-	*(0) St. (100000	1/20	
Armed steamers	11	96		
		39	3,856	1,400
Unarmed steamers,	8	-	3.47.22	70000
On Lake Aral-				
Armed steamers	. 6	13	624	217
On Siberian Seas-		15000000		
Armed steamers		,33	8,300	1,663
Unarmed steamers.	18		0,000	1,000
In the White Sea-				
Steamers	3	4	1,000	140
The same of the sa		-	ASIONAL	
Totals	. 223	561	188 120	211.080

horse power and 6 gans. These vessels carry more than seven inches of armor plating at their load water line. The Sebastopol, 800 nominal horse power and 16 guns, and the Petropaulouski, 800 nominal horse power and 20 guns.

Of the second class or station service ships there are the Alexander Newsky and the Grand Admiral, each of 900 nominal horse power and 4 guns. Of the third class or ships for coast defence there are Kiew Nov-gerod, 480 nominal horse power and 2 guns; the Povenetz and Kremt, each 300 nominal horse power and 27 guns; the Admiral Lazaren and Admiral Greig, each of 400 horse power and 6 guns; the Admiral Lazaren and Admiral Greig, each of 400 horse power and 6 guns; the Admiral Lazaren and Admiral Greig, each of 400 horse power and 4 guns. The monitors tyfou, Latnick, Lava, Uragan, Perm and five others, each of 160 nominal horse power and 2 guns; the Gazedejsk and Rusalka, of 200 horse power and 2 guns and four Popofikas or circular ships, each of 450 nominal horse power and 2 guns.

POPOFIKAS

These are circular ships, fitted with central turrets, plated with about thirteen inches of fron and armed with forty ton Krupp guns. They are justly regarded as among the most formlable vessels alloat, and although circular in shape and deeply submerged, make from twelve to fourteen knots an hour. They are properied by a series of seriews adjusted to different angles, and present only their heavily armored turninges, and present only their heavily armored turninges.

rets as marks for the enemy's shot. They are the invention of the Russian Admiral Popoli.

Of these the following named are the principal, according to their class:

Towned Name *Towned Name **Towned Name **Towned Name **Towned Name **Towned Name **Towned Name ***Towned Name **Towned Name ***Towned Name *

ONE OF THE HORRORS OF WAR. MR. CROFUTT'S OPPORTUNITY TO LECTURE ON

UNIVERSAL PEACE-CLERGYMEN AT PRIZE A lecture was delivered last evening at the rooms of

the Liberal Club, Science Hail, No. 141 Eighth street, by Mr. William A. Crotutt, the title chosen for the dis-

course being, "Let us have Peace." The hall was very well filled and the lecture was listened to wuh great at tention throughout. As might be expected from the title the lecture was an arraignment of the system of settling international difficulties by force, and an argument in favor of universal international arbitration. The lecturer cited all the striking instances recorded in history o, the destruction of Carthage, the hardships inflicted by the wars of Frederick the Great and other great struggles. Coming down to modern times he cited the war They are English built vessels of good construction. They are largely engineered by Englishment, and the whole feet is under the command of Hobart Facha, an English naval officer of distinction. The fleet is then virtually an English squadron flying the Ottoman flag. The superior officers, Lowever, are not competent seamen, and many of the interior grades know nothing about navigation beyond steering a rowbout from Constantinople to Scutari. The fact is, that the fate Suitan Advil Azziz, who created this Turkish fleet, did so as a kind of amusement. He delignted to look from the windows of his seraglio on a handsome squadron of iron-clads and enjoyed the booming of their big guns in salute whenever his barge satied on the Bosphorus. As it is likely, from the tone of the English ngess, that England's interference in the quarrer will flat be long delayed a glance at this Anglo-Turkish fleet will be increating.

The duration of service in the Turkish navy is eight years in active service and five years in the reserve of realth of the service. In time of peace not more than 5,000 to 6,000 sailors, equally engaged. There are 23 iron-clad ships, carrying from of this graind universal international tribunal tribunal to 17 the peace not more than 5,000 to 6,000 sailors, equally engaged. There are 23 iron-clad ships, carrying from of this graind universal international tribunal tribun of 1812 as an instance of his theory that wars are set tled on the same basis on which they are begun, but

A WALL STREET COLLAPSE.

SUSPENSION OF THE FIRM OF MESSES. EUGENE N. BOBINSON & CO.

A throb of genuine excitement pulsated in Wall and Broad streets yesterday afternoon. About a minute before the gong struck to signal the close of business in the Stock Exchange the announcement was made that Messrs. Eugene N. Robinson & Co., stock brokers, of Nos. 31 and 33 Broad street, were unable to meet their engagaments. The announcement fell like a thunderbolt on the Exchange, for the house had been a very wealthy one and had recently operated quite heavily on the bear side. Their dealings had many ramifications and their checks for quite large amounts were held by various parties in the street. As soon as the announcement of the suspension was made a crowd of excited brokers rushed to the officers of the suspended firm with their checks in their hands, panting from haste and excitement and clamoring to learn what was to be done. Mr. Robinson was not in. It seems that just after sending word of his embarrassment to the Stock Exchange he jumped into a cab and was driven up town. Mr. Madden, his partner, who was in the office, said he had been ill for some time, and had not been to the office for the ten days previous. He could not give any exact information as to the condition of the firm's affairs. While he was trying to combat the myriad inquiries of the excited throng Mr. Bloodgood and Mr. Boocock appeared on the scene to accertain for the holders of checks what had better be done.

After some consultation with Mr. Madden these gentlemen examined the firm's check book and the collateral on hand. While this examination was in progress the crowd continued to increase, and, as they
jostled each other about comparing notes and exhibiting checks, they censured severely the course of the
firm in issuing checks to within a lew moments before
their suspension. After a while Mr. Bloodgood
announced that he had examined the check book
of the suspended firm and found that during
the day checks had been issued to the amount of
\$42,000. Against this he said he had obtained securities
valued at \$90,000, with which he would proceed to the
Mechanics' Bank, where they were to be deposited as
security for the payment of the checks. Followed by
quite a curious company of interested brokers, clerks
and others, Mr. Bloodgood and Mr. Madden went to the
bank; but it was now nearly four o'clock, business for
the day was wound up and no deposit would be received. At the bank Mr. Bloodgood produced the
package of securities that had been turned over to
him and two gentlemen present offered to aid
in the settlement of the matter by advancing \$55,000
on the securities. The crowd filed back again to the
office of the firm to arrange for the payment of the checks. About an hour afterward
Mr. Madden was called on in order to asceriain
what had been done, but he said the matter
was still under adjustment. He could not tell exactly how affairs stood with his firm. He said the
suspension was occasioned by the bank's refusal in the
atternoon to certify any more of their checks. To meet
their obligations they offered a deposit of collateral
worth \$100,000 for loans, but the bank would
not advance on this collateral. The checks,
however, would all be paid, Mr. Madden
said, and he did not think the outstanding flabilities
of the firm beyond the checks the myriad inquiries of the excited throng Mr. Bloodgood and Mr. Boocock appeared on the scene to a certain for the holders of checks what had better be done.

LINES OF NEW DEPARTURE. Hayes' Policy As Viewed

IS IT CONCILIATION?

B'rom Philadelphia.

Views of Brewster, Forney, Vaux, Brigham and Others.

THE NEW PARTY DISCUSSION.

PHILADELPHIA, April 27, 1877. From the conversations, with leading men of both arties as given below-it will be seen that republicans and democrate alike differ among themselves not only in construing the meaning of Presiden: Hayes' policy, but in its probable results upon the two great existing political organizations. One leading republican thinks a new party possible, another thinks it extremely improbable, while a third refuses to give any opinion so early in the political season. A prominent democrat thinks if President Hayes continues in his present policy of conciliation the democratic party will come to his support, while another member of that faith does not believe that Hayes will be met half way by the

democrats.
HON. BENJAMIN HARRIS BREWSTER. Hon. Benjamin Harris Brewster is one of the loaders of the republican party in Pennsylvania, and, not being an office-holder nor desirous of public position, is one of the most independent and outspoken men in his party. He dares to have opinions of his own and to express them, and was not alraid to talk with freedom upon the subject whose interest led the likeals correspondent to call upon him. He had seen some of the editorials in the HERALD upon "Lines of New Departure," and considered them interesting and re-markable, but could not agree in all their conclusions. He has been a little disappointed in President Hayes, and regrets the doubtful course he has taken in some matters, but considers it his duty as a republican to support him unless he goes too far. He helped to elect him, and thinks it the duty of every man who voted for him to stand by him. He does not believe in his Southern policy, nor does be hesitate to declare emphatically his disapproval of the manner in which the Přesident has chosen his Cabinet. These are the two mistakes Hayes has made. In order to explain more fully his views on this Southern question Mr. Browster went back to the sit-

uation of affairs at the close of the rebellion and gave an interesting review of the history of the South since that time, which I regret that want of space will prevent me from doing justice to. In brief, he thinks that the whole policy of Lincoln, Grant and Hayes on the Southern queswill prevent me from doing justice to. In brief, he thinks that the whole policy of Chiccing, Grant and Hayes on the Southern question has been a mistake. The armed occupation of the Southern States was not republican, and was not a pleasant spectacle under our form of government. The rights of citizenship, which the rebeis had abjured, should never have been restored to them, but should have been given to their sons when they come of age. It would have served as an example to the next generation. Neither should the negroes have been citizenship throw the states of Territories, and as Territories they should have reduced most of the Southern States in voting population to the status of Territories, and as Territories they should have reduced most of the carpet-buggers who had overton the South the earpet-buggers who had overton the South the control of the their should have given the sufficient of the states of themselves. It was only whon these carpet-buggers found their way linto Congress that we need interfere, for then they helped to rob and misgovern the whole country. When Hayes came in he might have supported the State governments Grant had backed up with the army, and given as a sufficient reason and intention not to change what his predecessor had established; but he should have given the carpet-bag down the state of the state governments. Grant had backed up with the army, and given as a sufficient reason and intention not to change what his predecessor had established; but he should have given the carpet-bag down the state of the

Tennessoe, Evaristom New York, Thompson from Indiana, wheth was not a lair apportionment. And then, it he desired to select Southern democrats, why did he not induce the acceptance of recognized leaders instead of unknown men, like Key? Mr. Brewster thought it in had taste, any way, for a man who had publicly declared his belief that Hayos was elected by fraud to accept office from him immediately afterward. Suppose Tiden had gone in and offered a republican leader a position in the Cableat. Do you suppose he would have accepted? However, Mr. Brewster concluded, he sull supports the President, because he does not know what lights he may be guided by, and because he is tastisted President Hayes is conscientiously trying to do right. The President, he saw, claims the confidence of the country because he is sincere. This was all very well, but it would not so to tax the patience of his party too Jar. Sincere. So were the priess of the Spanish Inquisition when they Tacked their virilms, but they were none the less in the wrong.

Mr. Brewster did not besitate to express his ognision of the bad men who have succeeded in making themselves the leaders of the republican party in some order to border that sort. He does not think that the President of their sort, and he secured the sort. He does not think that the President desire to found a new party? He could have nothing to gain. Other desire to found a new party? He could have nothing to gain by it. He cannot be a candidate again. He is committed to one term.

The correspondent naked if the President, having refaced to be governed by the Biaspe element of the party, would not need leaders on the floor of Congress to support him in his policy?

Mr. Brewster replied that the President is sufficiently powerful, as the Expective, to carry out the laws of Congress. to do without such alines; but if he does want them he need not go out of the republican party to find them. Mr. Hayes is a republican President in sea of the sea of the party support him he had not see he party

carriest, first under Andrew Jackson, and then under Abraham Lincein.

A DEMOGRATIC NESTOR.

One of the most interesting conversations I have had upon the effect of President Hayes' policy was with one of the foremost democrate of the State, who will not permit his name to be used. He is a veterus politician of the old school, a Bourbon who giories in his convections, and a man who has been honored by his party and the people with many public positions of trust. No man had more bitterly opposed Hayes than he, He believed that he had been traudulentity elected, and he had been prepared for an aggressive policy of continued outriges upon the South. But he had been agreeably surprised by the President's action in the Southern question particularly. He seemed to have said to himself, "Wetl, I came in here in a questionate manner, but I am determined to make such a good President that the country will lorget that in its gratitude." He

does not think a new party will be formed, but he thinks the democratic party will be driven by public sentiment to the support of Hayes. They of course believe Tilden was fairly elected, but he (the speaker)

does not think a new party will be formed, but he thinks the democratic party will be driven by public sontiment to the aupport of Hayes. They of course believe Tilden was fairly elected, but he (the speaker) is already beginning to see, as he supposed other democrats are, that Hayes can really do more for the South than Tilden would nave dared to do. With a democrat in the Presidential chair if he began a conciliatory pointy with the South he south he would be at one; regarded with suspicion in the North by the whole republican party and with lear by the negroes in the South. The United States always gut more from England, in his (the speaker's) diplomatic experience, when the tories were in power than when the whige were. Hayes need not form a new party it can secure the support of the democracy. History repeats itself, within a south as President, upon the whige, within a subject took his sout as President, upon the whige, within a subject took his sout as President, upon the device of the democratic tool kely to be revived, nor will it be necessary. It is too soop to toll yet, however, Wait until the meeting of Cougress. The first week in its session will show what will be the course of the parties. Another Bushocatto view. Colonel Charles H. Gibson, democratic candidate for Congress in the Second district last fail and the present Vice President of the Americus Clue, the leading democratic association in this city, in amswer to the question:—"Do you think Mr. Hayes can secure a large democratic association in the sidiys to form a new party?" replied, "No; why should he? There seems to be a notion enterlanced by many of Hayes' friends that because he has been the means of establishing, by his policy of non-miterference, the legal covernments of South Carolina and Louisiana, he is entitled to the unqualified support of the democracy. Teamor seems to further, which he represent the south of the seems to be a notion enterlanced by many of Hayes' friends that be cause he has done justice to the South. I am a de

Kemble refused to be interviewed. He said that he had not read the Herald's articles. He considers it a great newspaper and always reads it for the news of the day, but never pays any attention to its editorials, which, he was cruel enough to say, have no consistency and consequently no value, with much more shocking, heresy of the same sort, embhatically expressed. The Herald correspondent modestly endeavored to excuse the shortcomings of his journal and gave a brief statement of the purport of the articles which Mr. Kemble had not read. Mr. Kemble at first refused to express an opinion upon a statement received at second hand, and then refused to read the articles themselves. When the correspondent saw that he must speak by the card, as equivocation would find than, he finally managed to secure some of Mr. Kemble's opinions. He does not approve of the President's Southern policy. He thinks conciliation is a great mistake, and that the President will find it to be so soon. He thinks, however, that the President is endeavoring to do right, and could not see that he is trying to found a new party, nor why he should wish to do so. He did not wish to crificise the course of a Prasident hardly more than four weeks in office, and decined to judge of his intentions by his present poincy. He does not object to the President's Cabinet, and cambot see that Mr. Hayes has out loose from Cameron, Blaine, Morton et al. He sees no reason to believe that the President can or will endeavor to gather around him a new political organization, and dismissed that theory as out of the Question.

HARRY ENGLAM.

Goneral H. Ji. Bingham, Clerk of the Court of Quar-

dismissed that theory as out of the question.

HARRY MNGHAM.

General H. H. Bingham, clerk of the Court of Quarter Sessions, Blaine's man in Pennsylvania, was also very sby or committing himself on this question. He read the HERALD editorials and praised them highly, but felt it to be premature to express an opinion upon the pian they advocate. He read mea letter, which he said was from a prominent republican friend, complaining that Pennsylvania, which has done so much for Hayes, had been snubbed in the selection of the Cabinet. General Bingham made no comments, but I interred that these sentiments were his own. He trusted the President, especially in his doctrines of civil services reform, but was not sanguine as to the result of his Southern policy. He refused to give any opinion as to the likelihood of the formation of a new party, but would only say, "Walt a little."

LIFE INSURANCE MATTERS.

General Norris N. Halstead, the chairman of the ommittee of the New Jersey Mutual Insurance Company, which, after examination, recommended the re-insurance of that company by the National Capitol, was before the Grand Jury in Newsrk yesterday and gave testimony bearing out the record of that transaction already published in the HERALD. The General, after leaving the Grand Jury room, said that he had spoken very plainly while there and had declared that spoken very plainly while there and had deciared that the record of the directors and officers in the transaction named was all that was just and honorable. He deciares that the whole trouble with the New Jersey Mutual sprang from a conspiracy on the part of other companies to break the former down. The Grand Jury also had before them the Secretary of State, Mr. John Y. Foster, and Mr. Byington. It is expected that the Grand Jury will complete its labors and make its presentment to the Court some time next week. In the meanwhile Receiver Parker and his at torney, Mr. McCarter, are completing their arrangements to bring suits against the stockholders, as already outlined in the Hexald. He was found yesterday bard at work among the assets of the defunct company, trying to assertain the possible value of a quantity of Louisiana and Virginia bonds for which quotations are not to be found in the financial columns of the daily papers. He linds the task he is appointed to perform one of considerable magnitude, owing the complications involved in the transactions of the New Jersey Mutual with the Continental and Hope, and the evident looseness in which all the oussess has been conducted. Unimarily, however, he nopes to save something from the assets for the unfortunate policy holders, but at present he is quite unable to say what per cent will be their dua. Yesterday he was notified by the Superintendent of Insurance of the State of New York that the interest upon the \$100,000 worth of mortgages deposited at Albany for the protection of the Hope Company will not hereafter by paid to him as receiver of the New Jorsey Mutual although since the amalgamation of the two companies those mortgages have been kept on deposit with the New York authorities as assets of the New Jorsey Mutual. the record of the directors and officers in the transac-

THE CONTINENTAL RECEIVERSHIP. The name of Mr. John Foley has been urged upon

Judge Westbrook for the receivership of the Continental Life Insurance Company. His appointment is recommended by ex-Governor Tilden, Mr. Charles O'Conor, Mayor Ely and others.